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# REPORT OF THE THIRD MEETING OF THE GOVERNING COUNCIL OF THE CAIRO-GABORONE TRANS-EAST AFRICAN HIGHWAY AUTHORITY

(Harare, Zimbabwe, 16-17 May 1985)

## A. ORGANIZATION AND ATTENDANCE

1. The Third Meeting of the Governing Council of the Cairo-Gaborone Trans-East African Highway Authority (TEAHA), was held in Harare, Zimbabwe, on 16 and 17 May 1985. It was preceeded by the second meeting of the Interstate Facilitation Commission (IFC) of TEAHA on 15 May 1985.

2. The meeting was attended by representatives of Egypt, Ethiopia, Kenya, Zambia and Zimbabwe (Members) Malawi and Uganda (Associate Members). Representatives of the Trans-African Highway Authority (TAHA) and DELCANDA International of Canada attended as observers.

## B. OPENING OF THE MEETING

3. In his opening statement, the Deputy Prime Minister of Zimbabwe, the Honourable Cde. S.V. Muzenda welcomed delegates to the meeting and said that the development of a sound road network was very essential for any country and that the importance of a sound and rationalized road network for the progress of the United Nations Transport and Communications Decade for Africa could not be over-emphasized.

4. The objectives of the Interstate Facilitation Commission of TEAHA was to identify and document legal and administrative barriers that were hindering the smooth flow of traffic and trade along the Highway and hence member countries had accorded much importance to that undertaking. The Zimbabwe National Transport Study which was due for completion soon had emphasized the importance of facilitating interstate road travel and trade.

5. Participants should take advantage of the meeting to exchange opinions on the progress of the pre investment study, review the work of the Interstate Facilitation Commission, and examine pertinent administrative matters.

6. The crucial decisions made at the meeting would have a long-lasting effect on the progress of the project, the impact of which would be felt well into the next century.

7. He was pleased to note that the tourism potential of the TEAH was being explored, because Tourism was of particular interest to Zimbabwe, and cultural exchanges led to greater harmoney and understanding among nations, particularly in Africa where vast reserves of little tapped potential were yet to be developed by the Africans themselves.

8. Zimbabwe was making considerable progress in the development and maintenance of its road infrastructure, particularly in the rural and communal areas. Such development provided reasonable road transportation facilities to the rural population that had been neglected for a long time.

9. He concluded by calling upon member States to work in close co-operation with ECA to achieve a rationalized and well co-ordinated African regional road network.

10. In a statement read by the Director of the Transport, Communications and Tourism Division of the Economic Commission for Africa, Prof. Adebayo Adedeji, Executive Secretary of the Economic Commission for Africa welcomed participants to the meeting and thanked the Government of Zimbabwe for hosting the meeting and for its hospitality. He also thanked the Government of Canada for its support in carrying out the pre-feasibility study on the Trans-East African Highway.

11. Since the Trans-East African Highway Authority was established in 1976, many meetings had been held on how to improve infrastructure and remove non-physical barriers, but not much had been achieved in improving substandard segments of the Highway itself. The ongoing CIDA financed pre-feasibility study would undoubtedly identify the nature and extent of the missing links. A major issue for consideration was the work of the TEAHA Interstate Facilitation Commission and that of its three working groups. Travel and trade between States continued to suffer from unnecessary formalities and controls which differred from State to State. Guarantees, deposits and bonds required at one frontier were invariably required again at the frontiers of each succeeding country of transit. The principal objective of the Interstate Facilitation Commission was to ensure that traffic was allowed to flow with a minimum of interference between the countries of origin, transit and destination without adversely affecting the revenues of any of the countries. International travel was smooth and unhampered in other parts of the world and there was every reason to believe that travel in Africa could become just as smooth.

12. ECA had been able to secure finance from Canada, and Delcanda International, a firm of Canadian consultants, had already started the pre-feasibility study of the Highway. However, since the funds made available were limited, member country support in the form of counterpart personnel and local transport was required to ensure the success of the study. Another important item included on the agenda was the tourism potential of the Cairo-Gaborone Highway which was the highway with the greatest number of tourist attractions in the world. The aim of the ECA document was to produce a reaction from the floor to enrich current knowledge of the great tourist potential of the Highway.

13. Finally, he urged member countries to pay up their dues, which had been reduced to a bare minimum; payment of such dues would ensure the efficient operation of the TEAHA secretariat.

14. In his statement, the Deputy Minister of Transport of Egypt and outgoing Chairman of TEAHA, expressed his gratitude to the Deputy Prime Minister and the Zimbabwe Government for their hospitality, and to the Executive Secretary of ECA for organizing

the meeting. He paid tribute to Canada for funding the pre-feasibility study of the TEAH and commended the Working Groups for taking concrete steps to implement their programme of work.

15. The Cairo-Gaborone Highway was the highway with the greatest number of tourist attractions in the world. He praised ECA for including tourism on the agenda of the meeting. His country was improving both the TEAH infrastructure within its borders and the procedures and regulations governing travel and trade to, and through his country. He mentioned the improvements of the highways from Cairo to Alexandria in the north and to Aswan in the south and the tunnel built under the Suez Canal as examples of recent achievements. Finally, he assured the meeting that Egypt would do everything possible in line with its responsibilities.

16. In his statement, the leader of the Ethiopian delegation said that his delegation hoped the current meeting of the Governing Council would be able to tackle such outstanding issues as the actual commencement of work of the Interstate Facilitation Commission and its working groups, the ratification of the Constitution and the setting up of the Trans-African Highways Bureau under the auspices of ECA. He outlined the steps his Government was taking towards the removal of physical and non-physical barriers along its section of the Highway. The Government was likely to secure funds under the Regional Project Financing scheme of the Lome III Convention for the only substandard section in Ethiopia, the Azezo-Metema road. His Government had already collected essential information relating to the pre-feasibility study being carried out on the Trans-East African Highway by Delcanda and in order to benefit from the experience of the latter, the Government would arrange meetings to discuss issues related to substantive aspects of traffic regulations.

17. In his vote of thanks to the host Government on behalf of all the participating countries, the Hon. S.N. Dilamonu, Minister of State for Works and Supply in Zambia, paid tribute to the Government and People of Zimbabwe and to the Prime Minister, Hon. Robert Mugabe, for their hospitality.

18. He said that TEAH was a crucial project which would not only facilitate trade and travel within the region but would promote economic and social co-operation among the member States concerned, and in effect the whole continent. It was a challenging exercise and one that needed concerted efforts and full commitment of all the participating governments.

## C. ACCOUNT OF PROCEEDINGS

### Election of Officers (agenda item 2)

19. Zimbabwe was unanimously elected as Chairman of the Governing Council of the Cairo-Gaborone Trans-East African Highway Authority (TEAHA).

20. In his acceptance speech, the newly-elected Chairman of TEAHA, the Zimbabwe Minister of Transport, the Honourable Cde. H.M. Ushewokunze, assured the meeting that his country would honour its duty as a member State of the Authority. The tasks TEAHA faced in the identification and documentation of those legal and administrative barriers that hindered the smooth flow of traffic were massive, and total commitment by member States could not be over-emphasized.

Adoption of the agenda and organization of work (agenda item 3)

21. The meeting adopted the following agenda:

1. Opening of the meeting
2. Election of officers
3. Adoption of the agenda and organization of work
4. Pre feasibility study of TEAH
5. Facilitation of Travel and Trade. Report of the Interstate Facilitation Commission (IFC) and its subsidiary bodies, the three Working Groups
6. Consideration of the Tourist Potential of TEAH
7. Other matters
8. Date and place of the next meeting
9. Adoption of the report

Pre-feasibility study of TEAH (agenda item 4)

22. During its second regular meeting held in Cairo, Egypt, from 3 to 5 March 1983, the Governing Council had considered and unanimously adopted the ECA paper on the effort to raise external financing for the pre-feasibility study of the Cairo-Caborone Highway, and the draft terms of reference for such a study and called upon member and associate member States to lend their full moral and material support to the project to ensure the success of the study.

23. The project had now been successfully negotiated and the Government of Canada had very kindly agreed to finance the pre-feasibility study through Delcanda International which in turn had made preliminary contacts with selected member/associate member States and had prepared an incertion report.

24. The representative of Delcanda International introduced the incertion report to the Governing Council, emphasizing the importance of member country input on which the future work of the consultants depended. The consultant team would soon send study teams to Zimbabwe, the United Republic of Tanzania, Zambia and Botswana to meet with highway officials and professionals and would need the full support of countries during these missions. Efforts would be made to co ordinate and harmonize activities.

25. The representative of Ethiopia said that his delegation was worried about the size and complexity of the work on hand and recommended that work should be co ordinated with activities of similar organizations such as the Preferential Trade Area for Eastern and Southern African States (PTA). The establishment of a steering committee should be considered and the consultant, Delcanda, should provide a time frame and an estimated travel schedule for its personnel.

26. The representative of Malawi said that the curiculum vitae of consultant staff should be made available to facilitate country responses and that an alternative arrangement could be explored whereby the consultants could send questionnaires to member States, and countries could respond through ECA, to save time and money. He also suggested that standardization of carriage way markings was desirable and should be considered for inclusion in the consultant's activities.

28. In reply to the queries raised by Malawi and Zambia, the Delcanda representative stated that copies of study team resumes and specific details of logistic support requirements would be transmitted to member countries in the next few weeks.

29. In response to the comments from Ethiopia, Delcanda stressed the need for delegates to ensure that they had reasonable expectations concerning the objectives and possible output of the study. Given the limited resources which had been allocated to the study, and considering the sheer volume of work on the road as well as the multiplicity of issues involved, the pre-feasibility study was expected to focus primarily on problem identification and definition.

30. Delcanda was concerned that while the pre-feasibility study would provide valuable information on road improvement needs such as physical barriers, the successful conduct of the study and the validity of its findings were very much dependent upon the findings of concurrent investigations into non-physical barriers by the IFC Working Groups.

31. Notwithstanding the foregoing, it was agreed that the pre-feasibility study of the TEAH would have to come to terms with several complex policy issues, each of which gave rise to methodological problems. In that regard, Delcanda would strive to ensure that the analysis was open and explicit, and that the use of qualifying assumptions was clearly elaborated. The Council adopted the inception report and revised terms of reference.

Facilitation of travel and trade: Report of the Interstate Facilitation Commission (IFC) and its subsidiary bodies, the three Working Groups (agenda item 5)

32. The Chairman of the Interstate Facilitation Commission (IFC) of TEAHA, in introducing the report of his Commission (TRANS/TEAHA/IFC/85/3) described the work accompanied by the second meeting of the IFC on 15 May 1985. The IFC had adopted the report of the Preparatory

Meeting of the Chairman of its Working Groups, (E/ECA/TRANS/15) held in Addis Ababa on 24 October 1984, and had completed the composition of each Working Group by nominating each State to serve on at least two of the three Working Groups.

33. The Sudan, Chairman of the Working Group on Customs, had not been represented at the IFC meeting, but the other two Chairman, Ethiopia and Kenya had reported that, in the case of Ethiopia, a National Facilitation Commission had been established and was functioning and that in the case of Kenya, steps were being taken to constitute the Group and results would be reported at the next IFC meeting. In either case, efforts would be made to co-ordinate activities with the pre feasibility study.

Consideration of the tourist potential of TEAH (agenda item 6)

34. A member of the ECA secretariat introduced the document on Aspects of Tourism in the member States of the Cairo-Caborone Trans-East African Highway Authority which invited member States of the subregion and their authorities responsible for the development of transport and tourism to collaborate closely to strengthen subregional integration by facilitating the movement of people. It stressed the need to accord priority to the development of national and subregional tourism, the establishment of interstate tourist circuits and the establishment of interstate committees on the joint promotion of tourism.

35. It was further stressed that the purpose of including tourism on the agenda was to generate responses from participating member countries to enrich current knowledge on the tourism potential of perhaps the most tourist-oriented highway in the World.

37. The representative of Kenya said that as one of the leading countries in the tourist sector, Kenya was looking into the immense potential of interstate tousism. The opening of the border with the United Republic of Tanzania had enabled tourists to travel to and from that country on a single pass. Tourism was being made one of major aspects of the planning process of the nation. Road access to game reserves, lakes, tourist beaches and other attractions were being improved. The physical handling of tourists, an important factor in the tourism promotion business, was facilitated at frontiers and airports.

38. Landing strips were being improved for small aircraft, and private tour operators were being encouraged. As the third foreign exchange earner after coffee and tea, tourism in Kenya was considered very important for national development and the improvement of the TEAH could certainly enhance the development of the tourist industry.

39. The representative of Zimbabwe said that as far as immigration to the country was concerned, countries were classified into three categories based on security, political and economic considerations and on reciprocal arrangements. There were thus nationals of certain

countries that did not require visas to enter Zimbabwe, while others would be issued visas at the border. The third category would need to apply for visas in advance. The achievement of the objectives of TAHA would do away with some of those restrictions.

40. After further discussions on the tourism potential of the Highway, the Council adopted the document thereon.

Other matters (agenda item 7)

(a) Secretariat of TAHA

41. The Governing Council had, during an extraordinary meeting in Cairo in 1983, entrusted secretariat matters to the Trans-African Highway Bureau of ECA and had recommended to its sister organization, the Lagos-Mombasa Trans-African Highway Authority to follow suit.

42. The Acting Director-General of the Trans-African Highway Authority said that at the second meeting of TAHA in Bangui, the Central African Republic, the Kenyan delegation had suggested that the two secretariats should be merged into a single one to service the Lagos-Mombasa and Cairo-Gaborone Highway Authorities. The Governing Council had taken note of the proposal.

43. However, the Council had been unable to take a decision on the matter at its meeting in Bangui in 1985. The idea of merging the two secretariats had been generally accepted by all the member countries because then the States would only have to pay contributions to a single secretariat and could devote their resources to other pressing problems arising from drought, natural disasters and so on.

44. Political will was lacking and he invited member States to participate in meetings and to pay their contributions. In conclusion, he suggested that the meeting of other authorities should be considered.

45. The Council then reviewed the revised organizational structure of the Trans-African Highway Bureau, adopted it as a working document to be forwarded to TAHA for its consideration at the next meeting in 1986, at which time it was expected to take a decision on the secretariat issue.

(b) ECA activities in the development of Highways in Africa

46. A member of the ECA secretariat introduced document TRANS/TAHA/85/8 on ECA activities on highway planning, maintenance, safety and non-physical barriers and described efforts to produce an African master plan, a highway code, and organize international conferences on road maintenance.

47. The Council took note of and adopted the report.

(c) Target Dates

48. The representative of Zambia suggested to Council that its decisions should always have a time frame for implementation. Such deadlines were considered useful and would enable the Governing Council to enforce compliance by a specified target date.

49. The consensus arrived at was that some decisions would indeed require stipulation of a time frame for implementation of decisions of the Governing Council.

50. Particular attention was paid to the time within which the Working Groups of the IFC should submit their reports to the Governing Council. In this connection, the Governing Council decided that the Working Groups should submit their respective reports by October 1985.

(d) Ratification and payment of dues

51. The representative of Ethiopia asked about the status of ratification of the TEAHA Constitution and the payment of dues.

52. The Council decided that February 1986 should be the deadline for ratification of the Constitution and payment of dues.

53. The secretariat distributed a table showing the status of contributions and ratifications. It showed that Egypt, Ethiopia and Djibouti had paid up their first contributions and ratified the Constitution of the Authority.

Date and place of the next meeting (agenda item 8)

54. It was decided unanimously that the next meeting of the Governing Council of TEAHA would be held in Nairobi, Kenya in February 1986.

Adoption of the report (agenda item 9)

55. During the final session, the Governing Council of the Trans-East African Highway Authority adopted its report.